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SOURCE Periodicals as indicated.

RECENT DEVELOPMENTS IN YUGOSLAV MERCHANT MARINE

DIRECTIVE ON THE YUGOSLAV MERCHANT MARINE

Belgrade, Narodna Drzava, Jun 50

The federal government of Yugoslavia has issued an order effective 1 January 1951 for assuring the seaworthiness of ships of the Merchant Marine. Ships are permitted to sail only when their seaworthiness has been approved and when they have the requisite documents.

The seaworthiness of vessels is secured through inspection of their construction, cargo, and installations. Blueprints must be presented for inspection before construction is begun on a ship. When the ship is completed, inspection is made of everything that went into the ship's construction. A regular inspection is made every 12 months. An inspection is also made when a ship is damaged or when other circumstances may have influenced its seaworthiness. If renovation, reconstruction, or similar repairs are contemplated, blueprints of the changes must always be presented for inspection.

If the inspection shows that a ship has certain defects or shortcomings not directly affecting its seaworthiness (insufficient lifeboats, etc.) arrangements may be made for the ship to carry fewer passengers, less cargo, etc., provided that it sails only under the conditions stipulated. If the defects or shortcomings make the ship unseaworthy, the ship's commander is ordered to correct them, or the ship's charter for seaworthiness may be withdrawn. If a ship can navigate but cannot meet all the conditions for seaworthiness, it may be permitted to travel provisionally as directed and be given a provisional license to navigate.

Ships of ten or less gross-registered tons are not inspected.

When inspection corroborates the ship's seaworthiness, a charter for seaworthiness is issued to passenger ships which travel in international waters, and a navigation license to other ships.

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All vessels of the Merchant Marine must have a certificate of registry. If the ship is procured abroad and not yet entered on Yugoslav ship registry records, and therefore does not have a certificate of registry, or if the certificate has been lost, a provisional navigation license giving it the right to fly the Yugoslav colors is issued by the Yugoslav consular representative. Regulations for the registry of ships have not yet been issued.

Not all ships are required to have other documents which the order mentions, but only those ships for which they are directly prescribed. A crew register is prescribed only for those ships which travel abroad and those which have a crew recruited on the basis of the regulations governing recruiting. A cargo manifest is prescribed for transoceanic cargo ships of more than 500 gross-registered tons. A certificate showing the adequacy of installations for loading and unloading cargo is prescribed for cargo ships of more than 50 gross-registered tons. A bill of measurement is prescribed for ships coming under the federal government's order for measurement. A bill of health indicating contagious diseases in the harbor of departure, and a certificate of extermination and disinfection are prescribed for ships which travel abroad. A radio permit is prescribed for ships which have a radio installation.

All ships are obliged to maintain an inventory record of cargo and equipment. An official logbook containing data of the voyage, services rendered on the ship, crew, passengers, cargo, meteorological observations, accidents, and all other happenings of navigational, commercial, or administrative interest, is prescribed for ships of more than 50 gross-registered tons, and also for ships of more than 150 horsepower, whatever their tonnage. An engine room journal listing data on the ship's machinery, its maintenance, and servicing is prescribed for mechanically driven ships of more than 50 gross-registered tons and more than 150 horsepower. A health daybook is prescribed for passenger ships traversing a long and wide circuit, and also for ships of more than 400 gross-registered tons. A radio daybook is prescribed for ships having a radio installation. A cargo daybook is prescribed for cargo ships of more than 500 gross-registered tons.

The ship's commander is responsible for the possession of all requisite documents and for the regular maintenance of prescribed records. He is obliged to show documents and records to the Navy Administration and other authorized agencies in Yugoslavia, as well as agencies of the consular representatives abroad.

The essential sections of the order are delegated for enforcement to the Harbor Administration. Inspection of the seaworthiness of ships and all work pertaining thereto is the harbor captain's responsibility. He is given the authority to verify whether ships meet the requirements of their respective documents. If defects or shortcomings are discovered, the ship's commander is ordered to correct them within 3 months, or to decrease the number of passengers or the amount of cargo. In extreme cases the harbor captain may forbid the ship to depart and may withdraw its charter for seaworthiness. All these orders must be written and explained.

The inspection outlined above also applies to foreign ships anchoring in Yugoslav ports. The same measures are to be taken in case of defects or shortcomings, except that the consul of the country concerned must be informed of the measures intended. If there is no consul, the Yugoslav Ministry of Foreign Affairs will inform the diplomatic representative of the country concerned.

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NEW PASSENGER SHIP

Split, Pomorstvo, Aug 50

The Yugoslav Navigation Line has purchased the passenger ship Kosmaj to replace the ship of the same name which burned in the Atlantic this year. The Kosmaj was built in 1930 in the shipyard of W. Beardmore and Co, Ltd, in Dalmuir. It was owned by the Ulster Steamship Co, Ltd, and its former name was Lord Glentoran. The Kosmaj has a gross-registered tonnage of 5,667 tons and a net-registered tonnage of 8,833 tons. It is 124.25 meters long, 16.81 meters wide, 8.70 meters high. It has five holds with eight 5-ton and four 3-ton cranes. It has a speed of 11.5 knots under full load.

FAST LINE TO NORTHERN EUROPE ON YUGOSLAV NAVIGATION LINE

Split, Pomorstvo, Aug 50

The Yugoslav Navigation Line has added one more fast run to the Rijeka-Northern Europe run in addition to the regular 15-day runs. The motor freighters Rijeka and Pula, and the passenger motor ship Topusko will operate on the new run.

INCREASE IN GROSS-REGISTERED TONNAGE OF MERCHANT MARINE

Split, Pomorstvo, Aug 50

The gross-registered tonnage of the Yugoslav Merchant Marine increased as follows from 1946 to 1949 (1939 = 100): 1946, 210 percent; 1947, 256 percent; 1948, 283 percent; and 1949, 316 percent.

ARRIVAL OF MOTOR SHIP PULA IN YUGOSLAVIA

Split, Pomorstvo, Aug 50

The Pula, a new motor ship recently completed in Holland, for the Yugoslav Navigation Line, arrived in Yugoslavia on 24 July 1950. The Pula, the same type as the Rijeka, has a speed of 14.1 knots. It will operate on the Northern Europe run.

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LAUNCHING OF MOTOR SHIP ZADAR

Split, Pomorstvo, Aug 50

The motor ship Zadar was launched at the end of June in the N. V. Scheepswerf Shipyard at Hardinxveld in Holland by the De Merwede Machine Factory. The Zadar is the same type as the motor ships Rijeka and Pula.

LAY KEEL FOR MOTOR SHIP CRNA GORA

Split, Pomorstvo, Aug 50

The keel for the motor ship Crna Gora was laid in mid-June in the Nederlandsche Dok Shipyard of Scheepsbouw Maatschappij, Amsterdam. The Crna Gora will have a gross tonnage of 9,000 tons. Its main characteristics are: length between perpendiculars, 132.58 meters; width, 17.98 meters; height to the main deck, 8.87 meters; horsepower, 6,250; speed, 16 knots.

The Crna Gora is the same type as the Slovenija, on which construction began earlier.

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